

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.GRAND ENTERTAINMENT
will be given
THIS EVENING
(SATURDAY) the 6th January, 1900,
in the
THEATRE ROYAL,
at 9 P.M.In Aid of the
SOUTH AFRICAN FUND.
Under the Patronage of
H.E. Sir Henry & Lady Blake,
H.E. Major-General & Mrs. Gascoigne,
Commodore & Mrs. Powell,
and all the
Leading Citizens.The Booking Office at City Hall will be
OPEN Daily at 10 A.M. Admission \$1 all
over the House.The ENTERTAINMENT will be repeated
on WEDNESDAY, the 10th January. Ad-
mission \$2, to Dress Circle, \$1, to Pit,
Soldiers, Sailors, Police and Volunteers in
Uniform Half-price.

Hongkong, 6th January, 1900.

VICTORIA ENGLISH SCHOOL,
CRAIGENOWER, CAINE ROAD.THE SCHOOL will RE-OPEN for the
NEW TERM, on MONDAY, the 8th
instant.For Prospectus, &c., apply to
THE HEADMASTER.

Hongkong, 6th January, 1900.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."

Captain Davis, will be despatched for the
above Ports, on TUESDAY, the 9th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 6th January, 1900.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"LOONGSANG."

Captain Weigall, will be despatched as above
on WEDNESDAY, the 10th instant, at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th January, 1900.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CENTRAL AND
AMERICAN PORTS.)

THE Steamship

"MASSILIA."

Captain C. Gadd, carrying Her Majesty's Mails,
will be despatched from this for HOMBAY, &c.,
on SATURDAY, the 6th instant, at Noon,
taking Passengers and Cargo for the above
Ports.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 6th January, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as
above on THURSDAY, the 15th February.The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th January, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as
above on THURSDAY, the 15th February.The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th January, 1900.

To-day's
Advertisements.IN THE MATTER OF THE ESTATE OF
MAHOMED ARAB, DECEASED.THE Very Valuable CROWN LEASE-
HOLD PROPERTY, situated in Victoria
Hongkong, and known as Nos. 19, 21 and
23, Upper Lascar Row; Nos. 22 and 24,
Lower Lascar Row; No. 19, Square Street,
and No. 150, Hollywood Road.To be sold by Order of the Official Trustee
and in pursuance of an Order of the
Supreme Court of Hongkong made on the
2nd December, 1899.By
PUBLIC AUCTION,
in Six Lots,
(Subject to a Reserved Price for each Lot),
on
THURSDAY, the 11th January, 1900,
at 3 P.M., on the Premises,
Commencing at No. 19, Upper Lascar Row.By
Messrs. HUGHES & HOUGH,
Auctioneers.For further Particulars and Conditions of
Sale, apply to
THE AUCTIONEERS,
or to
DENNIS & BOWLEY,
Solicitors for the
OFFICIAL TRUSTEE.

Hongkong, 6th January, 1900.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENGARRY,"

having arrived from the above Ports, Consignees
of Cargo by her, are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 13th instant, will
be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
of steamer's arrival, after which no claims will
be recognised.McGREGOR BROS. & GOV.
Hongkong, 6th January, 1900.

Intimations.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1811

WINE AND SPIRIT MERCHANTS.

FOR IS.

(For Invalids and General Use.)

Per doz.
Case.

B. - VINTAGE, superior quality.

Red Capsule..... \$1-14-0

C. - FINE OLD VINTAGE, su-
perior quality. Black
Seal Capsule..... 16-20D. - VERY FINE OLD VINTAGE
extra superior. Violet
Capsule (Old Bottled) 20-40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 6, 1900.

TELEGRAMS.

OUTRAGE IN SHANTUNG.

A MISSIONARY MURDERED.

Special to the "Hongkong Telegraph."

THENTSEN, January 5th.

Society for the Propagation of the Gospel,
was murdered on Sunday last by the Boxers
Secret Society, in Shantung Province.[The murdered man is Mr. S. M. W. Brooks,
who joined the S. P. G. in 1898. He was
stationed at Ping Yin and, it is said, had not
as yet been ordained.—Ed., H. K. T.]

REUTER'S TELEGRAMS.

THE WAR.

Cape Colony.

London, January 4th.

General French's Artillery forces the Boers
to keep concealed in the hills.The Boers occupied Molteno-Cyphergat
but retired later on when General Gatacre
advanced and some fighting occurred.Typhoid and Scurvy are increasing at
Kimberley.

Natal.

Thornycroft's horse reconnoitred yesterday
towards Springfield but seeing a large Boer
force retired, the Boers maintaining a fire
until the British Camp was reached. It is
reported that a Lieutenant and five men have
not returned to Camp.

Natal.

News from Frere yesterday states that the
Boer trenches have been shelled and smashed
with Lyddite and the enemy has shifted
its position.A Boer despatch says that six horsemen
have escaped from Ladysmith and it is be-
lieved that Col. Rhodes and Dr. Jameson
are among them.

Germany and the Recent Seizure.

Germany has protested against the seizure
of the *Rundstedt* and negotiations on the
matter are proceeding in London.A German Mail Steamer has been detained
and is being searched at Aden.

Cape Colony.

Reinforcements have been sent to General
Renfrench from De Aar.Natives have been caught at Modder River
signalling information from the British lines.

LOCAL AND GENERAL.

AN ancient Celtic cross, a tombstone of the
twelfth century, a Roman bath, and some
Roman pottery have just been discovered dur-
ing excavations at Valle Crucis Abbey,
Llangollen.The British naval attaché at Washington re-
commends the British Admiralty authorities to
imitate the action of the United States Naval
Board, which recently recommended the con-
struction of 50 submarine torpedo boats of the
Holland type for defence purposes.The race of huge feeders has not entirely
died out, for Hans Kessler, of Munich, exercises
the profession of "Modern Gargantuan."Recently Kessler ate 300 fried sausages in an
hour and forty minutes, before a crowd of
spectators who had assembled to see him per-
form the feat for a wager.This week's issue of the *Volunteer Gazette* is
fully up to the standard of its predecessors and
it is evident that our new contemporary is to
be the sporting journal of the Colony. We
notice that the *Gazette* is now under the
management of Mr. F. D. Guedes and that it
is to be a permanent. We wish the new-born
one every success.The Band of the Hongkong Regiment will
play at the Hongkong Hotel, this evening,
from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. March "A Life on the Ocean Wave." Banding
2. "Claret and White." "March."
3. "The Weaver's Maiden." "Gigue."
4. Selections from "The Merry Widow."
5. Song "The Merry Widow."
6. Polka "The Merry Widow."

"God save the Queen."

YESTERDAY, at the Happy Valley, the second
football match played between the Hongkong
Engineers' Institute Club and "F" Co., R.W.F.,
took place. It will be remembered that the
first game in the Shield Competition, was a
draw, both sides scoring 2 goals each, although
20 minutes extra time was played, neither side
increased their score. In the second game,
however, the Institute, by playing Gunner
McQuire of H.M.S. *Orlando*, greatly streng-
thened their team and were enabled to score
three goals to their opponents' nil.A FUNNY story about Marie Corelli comes from
Stratford-on-Avon, where that mystic novelist
has been living opposite a young ladies' school.
It appears that in this school are many pianos,
daily practice upon which by the public has
been excessively damaging to Miss Corelli's
nerves. Driven by desperation, she wrote to
the principal of the school, asking that when
piano-forte practice was going forward the
windows might be kept closed, as the noise
interfered with the progress of literary com-
position. To which the schoolmistress replied that
if the noise would prevent the composition of
another book like the "Sorrows of Satan," she
would order a half-dozen more pianos.The paraffining of floors in schools and
hospitals is a recent advance in French sanitation.
The cracks and joints are first putted
with a mixture of 540 parts of Spanish white,
180 of glue, 150 of stenna, 110 of umber, and 20
of calcareous earth; and the paraffin is then
applied either in solution in chloroform or
melted. The latter is preferred, as the hot
liquid penetrates the wood to the depth of a
sixth of an inch. The putty requires two days
for hardening before application of the paraffin,
and when the latter has solidified, the super-
fluous material is scraped off, leaving a smooth,
glossy surface. This resists acids and alkalis,
while preventing the lodgment of infectious
germs."SAILORS' AND SOLDIERS'
FAMILIES FUND."Sir Thomas Jackson informs us that the
following telegram has been despatched to
London—"Pay Mansion House Transvaal War Fund
for Soldiers and Sailors Families Association
seven thousand five hundred pounds being
first instalment subscribed by the Hongkong
Community."H. A. BLAKE, Governor,
Chairman of Committee.

HONGKONG SHARE MARKET.

HONGKONG, Friday, January 5th.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report, state—In issuing our first circular for 1900 we take
the opportunity of wishing all our constituents
a Happy and Prosperous New Year. The
December Settlement which was rather a heavy
one passed off satisfactorily and the market
closes firm all round. Enquiry for the leading
stocks has been fairly general and prices have
considerably advanced in several instances.The Warehouse, Warehouse and Storage
Company, Limited, has notified that its Ninth
Annual Meeting will be held on the 15th
January. The transfer books will be closed
from the 7th to 13th instant. Share days in-
clusive. Both the Hongkong Land Investment
and Agency Company, Limited, and the West
Point Boat Building Company, Limited, have ad-
vertised their Annual Meetings of Shareholders
for the 24th January. The transfer book will be
closed from the 15th to 24th instant, inclusive.Banks.—Hongkong and Shanghai Banks sold
at 33 1/2, 33 1/2 and 33 1/2 per cent premium but have,
owing to a sharp rise in the London quotation
to 261.10, advanced to 342 and 343 per cent.
premium with sales at both rates. Nationals
are obtainable at \$8. Marine Insurances.
Yankees are required for \$1 to but none are
obtainable except at an advance. Fire Insur-
ances.—Hongkong Fire can be placed at \$340.
China Fire is firm with buyers at \$38.
Refineries.—There is no business to report in
either China Sugars or Lucons. Mining.
China Sugars are quiet with sales and sellers at \$64.
Charbonnages are wanted at \$340. Queen
Miners have been placed at 30 cents. Queens
have been done at \$61. Private advices from
Singapore state that during the months
November—December, 2,050 tons of stone
were crushed, realising 1,650 ounces of
smelted gold. The total output for the
past year is 12,365 ounces from 13,990
tons. Olivers' 'V' are in the market at \$6.
Docks, Wharves and Godowns.—Hongkong
and Whampoa Docks after small sales at 525
and 530 per cent. are steady at 535 per cent.
premium. Kowloon Wharf shares have been
sold at \$87 but are again firmer with buyers at
\$88. Warehouse shares are wanted for \$13.
Lands, Hotels and Buildings.—Hong-
kong Lands have ruled in strong demand and a
good business has been transacted at advancing
rates up to \$120. Kowloon Lands are offering
at \$38. West Point has improved to \$41 sales
and are obtainable at the rate. Hongkong
Hotels have been in strong request and up to
\$126 have been paid for shares. Humphreys'
Estate have been negotiated at \$9.15 and \$9.25.
China Providents have been taken off the
market at \$9.30 and \$9.40 and close steady at
\$9.50. Cotton Mills.—Continue neglected and
we have heard of no business locally. Miscel-
laneous.—Green Island Cement have strength-
ened and sales have been effected at rates
between \$27 and \$30. A.S. Watson have been
done at \$161. Electrics have changed hands
at \$10. Ropes are wanted at the advanced rate
of \$220. Fenwicks are firm and have been sold
at \$50. Ices are in demand at \$1.34.THE CHINA PROVIDENT LOAN
AND MORTGAGE COMPANY, LD.The following is the report for presentation
to the shareholders at the Third Ordinary
General Meeting to be held at the office of the
General Managers on Saturday 13th January,
at 12 o'clock, noon.Annexed we have the pleasure to lay before
shareholders a statement of accounts made up
as to 31st December, 1899. The gross earnings
for the past year amount to \$62,043.82 and
after deducting all expenses, remuneration to
General Managers, Consulting Committee's
and Auditors' fees, there remains a balance of
\$46,225.23 which it is recommended be ap-
propriated as follows, viz:—

To place to Reserve Fund \$ 6,000.00

To pay a Dividend of 8 per cent. 40,000.00

To carry forward to the credit of
next year's account 225.23As will be seen from the account very little
outside capital has been so far obtained by the
issue of Debentures and a gross earning of
\$62,043.82, over 12 per cent on the capital alone,
is very satisfactory.

CONSULTING COMMITTEE.

In accordance with the Articles of Associa-
tion, Messrs. J. H. Lewis, J. S. Van Buren,
Chow Hing Kee and Chau Tung Shang retire,
but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs.
F. Henderson and W. H. Potts, who are re-
commended for re-election.SHEWAN TOMES & CO.,
General Managers.

Hongkong, 4th January, 1900.

ACCOUNTS FOR THE YEAR 1899.

Profit and Loss.

Charges \$ 173.66

Allowance for Office expenses 5,000.00

Consulting Committee's fee 4,000.00

Auditors' fee 200.00

Depreciation for 1899 110.50

Balance 46,225.23

Balance \$ 55,708.79

Interest on Mortgages and
Loans \$62,043.82Less Interest paid, com-
missions, &c., &c. 7,973.40

Balance \$ 55,708.79

BALANCE SHEET.

Liabilities.

Capital 50,000 shares \$20 @ (\$10
paid up) \$500,000.00

Reserve Fund 4,000.00

Sundry creditors 8,500.00

Due to General Managers 7,854.50

Hongkong and Shanghai Banking
Corporation 7,292.88

Balance of profit and loss 46,225.23

Assets.

Loans..Provident loans \$481,853.04

Loans on mort-
gage, goods,
shares, &c. 87,295.43

Furniture 1,110.50

Less Depreciation 110.50

Sundry debtors 2,350.34

Cash 1,807.39

Balance \$574,316.11

We have compared the above statements
with the books, securities, and vouchers of the
Company, and have found the same in accord-
ance therewith.(Signed) F. HENDERSON
W. HUTTON POTTS } Auditors.

PHILIPPINE PORTS OPENED.

The following despatch has been courteously
forwarded to us by direction of His Excellency
the Governor:—British Consulate,
Manila, 1st January, 1900.Sir—I have the honour to report that by
order of His Excellency Major General Otis,
the ports in the Northern part of the island of
Luzon are to-day declared open for all com-
mercial purposes.I have &c., &c.,
(Signed) R. H. HARFORD.To His Excellency The Governor of Hong-
kong.

FOOTBALL COMMENTS.

Two important Association matches call for
attention this week. The match in aid of the
Transvaal Fund last Saturday and the Club's
Shield Tie on Thursday.In one respect the Transvaal Match was
rather a disappointment, viz. the number of the
spectators.It was hoped there would be a large
attendance of soldiers and sailors but,
although the soldiers turned up in force, we
noticed very few sailors about the ground. On
making enquiries we were given to understand
this was largely due to musketry courses and
that no general leave had been given.It is rather a pity that the Naval Authorities
could not have arranged to give the men leave,
for 500 or 600 sailors would have largely aug-
mented the fund and would certainly have
enlivened the proceedings. As it was the
proceeds realized a little over \$450, as the
marshes and fencing cost about \$103 the net
amount to the fund may be estimated at \$350
while, if the proceeds of last Saturday's match
be added, the total amount which will be ben-
eficially handed over to Sir T. Jackson should be
well over \$500. This will be a good round
sum and we are sure all footballers will be glad
to feel that they have, directly or indirectly, had
a share in relieving the distress of our wounded
or their families.To deal with the match itself although it was
a capital game and played on all sides in the best
possible manner yet occasionally, especially
during the second half, it got rather spiritless.
Contrary to our expectations, the Civilians,
although not taking the field with quite such a
strong team as was originally selected, managed
to win by two goals to one.The chief factor in their victory lay in their
combination; most of the team were Club players
and used to each other's play, which gave them
a considerable advantage.The Army and Navy, on the other hand,
were mostly strangers to one another's play
and the forwards never seemed to get together
at all, although individually playing well. Two
or three games playing together and we would
back them to beat the Civilian team on a
majority of occasions. The Civilians lost the
game and started off against a brilliant goal-
keeper, rather handicapped them. Kew in goal, played
in his usual form, i.e., brilliantly, the goal
which was scored against him no earthly goal-
keeper could have kept out.The backs, while not doing anything particu-
larly brilliant, played a very safe, sound,
game and made very few mistakes; of the
halves Howard seemed to be a little off
colour; we are so used to see him always
playing at the top of his form that a
little falling off is all the more noticeable;
Kitchie played a capital game, hard, untiring,
and determined, he played as well as any half
in the field. Jenkins was good at times, but
needed a little more "go" through the
whole of the match. Hancock and Danby
played a capital game together and were the
best wing on the field. Smilie seemed a little
out of place forward, while Ross and Noble
played very well on the whole, though at times
apt to get a little careless and wild.The Army and Navy defence was undoubt-
edly by far the best part of the team. They all
played well, in fact the two teams were very
evenly balanced in this respect and if they had
managed to score, we don't think it would have
made a great deal of difference in the result.The forwards were not so good, he has not
the build or the ability for that position. Barlow
was the best man and at times got very dan-
gerous and put in some fine shots, in which he
had rather hard

FIRES IN VICTORIA.

Two fires occurred during the last twenty hours in the city of Victoria and both, we are pleased to say, owing to the smartness of our fire-brigade, were extinguished before any serious damage was done. One happened at 9 o'clock last night in the detached kitchen at the Hon. Dr. Ho Kai's dwelling house in Seymour Terrace. The small house had a small fire in an earthenware chatty on which she placed a pot to keep its contents warm; around the chatty was some freewood drying for future use. Believing that everything was left in a perfectly safe condition she left the building. It is supposed that some sparks or hot embers must have fallen on to the wood, which ignited and set fire to the rafters in the sloping roof overhead. An Indian policeman noticed smoke issuing from the roof and immediately ran down to the Central Police Station. Det. Sgt. Sullivan, a fire-brigade official, got to the place at 9.15, and found the scene of the fire. The fire was extinguished and managed to extinguish the flames before they had obtained firm enough grip to do much material damage.

The other fire was at 7.15 this morning in the second floor of No. 25 West Street, Central district. This floor is used by a Chinese pork-sausage manufacturer. A coolie sleeps on the premises and said this morning he was awakened by hearing a crackling noise in a room in which two lamps were burning. As soon as he saw the place was on fire he gave the alarm. The fire-brigade arrived very shortly afterwards, the fire was extinguished by 8 a.m. The second floor, the place where the fire originated, was gutted, only the walls and roof remain standing, the damage being estimated at \$250, but is insured for \$1,000. The ground floor, barbers' shop, and first floor, family residence, were slightly injured by water, but nothing of much consequence.

OPIMUM RAID.

For some time past the Opium Farmer has been put to great loss by the smuggling and illicit boiling of opium in the New Territory. On the 4th of this month Mr. J. J. Sprouler (Chief Excise Officer) with a party of police and Chinese excise officers made a raid on a village called Kwai Chung, situated on the mainland at the back of Stonemasons' Island. In a house, for which they had a search warrant, they found evidence that opium had been prepared there and so were prompted to make further search in the grounds surrounding, which led to the discovery of the implements, used in the manufacture of prepared opium, in some prickly pear bushes. The party afterwards went on to Chin Wan, where another capture was made, together with a complete set of boiling implements. The two men captured were brought up before Mr. Hallifax yesterday and a fine of \$100 imposed on one and \$50 on the other.

STORIES OF BATTLE.

Told by Wounded Boers and Britons.

CAPE TOWN, November 5th.
The first three Boer prisoners brought into the Store at Elands Laagte after the battle had rather a good time of it.
The "Absent-minded Beggar" in charge of them having satisfied themselves as to the Boer was like at close quarters, commenced comparing notes with them over the fight, the prisoners being meanwhile given plenty to eat and drink.
With the exception of a young Hollander all could speak English fluently enough.

Character Among the Wounded.

The conduct of the wounded men of various nationalities was worth studying.
A sandy-haired, square-headed German, with a lance wound through the muscles above the knee joint, was brought in howling and shivering. He kniveed up such a row that a man in the Gordons with his arm in a sling threatened to brain him with an empty beer bottle.
The German was then lifted off the table upon which he had been placed and put into a corner out of the way of the exasperated Sgt. Chaman.

A Braw Laddie.

In contrast to the cowardly Teuton was a Gordon Highlander, who swore with a very strong Dundee accent. He had his vest shattered with a Mauser bullet, which had passed on and possibly killed somebody else. On the "field dressing" being removed the blood spurted out of the wounded arm like a garden spray, which caused the pallid Dundonian to ejaculate "Ma God!"
After getting his wound attended to he immediately tackled a plateful of bread and jam, saying apologetically "I he'n't had anything to eat the day."

Helmet Well Spent.

At Dundee a Dublin Fusilier, wishing to test the Boer shooting, put up his helmet above the wall behind which he was lying, and it was no sooner up than down it came with a bullet through it, fired by a hidden enemy.
Five times more the helmet was put up, and as often it toppled over with a fresh hole in it. At last a shell dropped where the marksman was hidden, and the shooting ceased.

A Plucky Sergeant.

When in the thick of the fight at Elands Laagte Col. Chisholm was shot through the body. Trooper Clifford of the Imperial Light Horse, son of the Rev. W. H. Turpin of Grahamston, rushed forward and raising his commanding officer in his arms sought to convey him out of the zone of fire. But before this could be done another bullet crashed through the unfortunate Colonel's brain, instantly killing him.
Trooper Turpin was forthwith promoted to sergeant, and has been specially mentioned in dispatches for conspicuous bravery in the field.

It Went.

A Dublin Fusilier was removing forage from the old camp at Glencoe, when a shell came from the Boer's 40-pounder, and entered the ground with a bang five yards distant.
The Dub was standing at the time, and he did not even take the trouble to look up. His officer heard the Dub saying to himself as he turned his back on the shell, "Och! Go to blazes with you."

Not Out of Action.

Among the wounded who arrived at Cape Town 31 Oct. by the *Jelunga* was a non-com. of the Gordon Highlanders who was struck in the right shoulder by a Mauser bullet at Elands Laagte. The missile pierced through flesh and bone as if it had been tissue paper. But the man says all he felt was a sensation of numbness in the arm.
Knowing he was hit, he took his rifle in his left hand and flung it as far down the hill as he could, so that in the worst event it should not be taken by the Boers.

But in a few minutes numbness departed. Our gallant non-com. went down, picked up his rifle and fired several more rounds before he almost collapsed from loss of blood.

The Humane Mauser.

Other wounded on board the *Jelunga* speak of the Mauser bullet as causing only a sharp prick when it passed through arm or leg.
The wound it makes at entry and exit is so tiny that a lead pencil could not be used as a probe. The "paralysing shock" credited to the small bore missile does not seem to be borne out by experience.
Of the 123 wounded a Glencoe and Elands Laagte brought round to Cape Town and sent to Wynberg only three had to be carried off the *Jelunga* in cots, all the rest suffering from wounds in head, arms, or body walked to the train.

A Boer Mistake.

At the Elands Laagte engagement it appears that the effect of the shrapnel was rather moral than material, for the Boers were well covered by great boulders behind which they fired rapidly. The bayonet charge, however, they could not stand, and fled like rabbits, the Lancers riding into them from the flank and doing terrible execution.
The Boers mistook the Lancers for a body of their own men in the darkness until they were within 40 yards.
Dr. Hornibrook and the Rev. Mr. Andrews rode towards a Red Cross house, where the one ministered to the sick and the other read to and prayed for the dying.

Ho! Captured Twenty-five Boers.
Dr. H. H. H. did a plucky thing. Riding alone to a party of 25 Boers who had lost their way he told them the English had won the battle, and they must consider themselves his prisoners, ordering two to take the weapons and the others to march before them.
He brought them all to Elands Laagte station, prisoners.—*Central News.*

THE EVE OF BATTLE: METHUEN'S ADDRESS.

ORANGE RIDGE, November, 27th.
Lord Methuen addressed his division this afternoon.

His speech and telegram from Sir A. Milner, the Governor, congratulating the troops, and expressing sympathy with the wounded; and then, speaking for himself, congratulated his troops for the work they had done.

The work was the severest encountered by the British army for many a long day.
They had in front of them an enemy to whom they could not afford to give one point. Their tactics had been excellent, and he recognised and admired their courage.

FOR WORTHY OF THEIR STEEL.

When called upon to fight for his country, he preferred to fight against a foe worthy of his steel than against savages whose sole recommendation was bravery.

He hoped that he and his men had gained each other's confidence, and that they would all do their duty to their country as Englishmen should do.

Lord Methuen, described as dastardly the conduct of the enemy in firing on ambulance wagons, the shooting of a British officer by a wounded Boer, and the use of Dum-Dum bullets, but he refused to believe that these acts were characteristic of the enemy.

He would give them credit, until he was convinced to the contrary, that they, as the British, wished to fight fair and square.

Addressing the Scots Guards, the General said that they had acted as he expected his old battalion would.—*Reuter Special.*

KRUGER'S FORTUNE.

NOT AMASSED AT THE EXPENSE OF THE STATE.

THE STATE.
In an interview which a representative of the *Mail*—M. Henri des Houx—had with Dr. Leyds at Brussels, the latter combats Mr. Stanley's views on the Boers and the war in the Transvaal.

Dr. Leyds objects that Mr. Stanley spent but a single day in Pretoria, and not more than six days in Johannesburg, and that the only people he frequented there were friends of Dr. Jameson and Rhodes. He is therefore not in a position to judge, as he has not examined the question from the Boer point of view.
Dr. Leyds denies that Kruger has amassed a fortune by the granting of monopolies, and contends that the State alone has benefited by these concessions. He adds that the importance of these monopolies has been greatly exaggerated, and that, with the exception of those in dynamite, alcohol, and tanning, almost all the rest have ceased to exist, owing to expiration of the term.

Dr. Leyds affirms that Kruger's fortune has not cost a farthing to the State, and that it has never been increased by speculations of any kind in the business matters of the State.

AN HONOURABLE PEACE.

Asked for his opinion on the battle of Belmont, he said he knew nothing about it, as he was no longer in communication with his Government. As long, however, as there remained a single burgher in the Republic the war would not be ended.

"We are ready," Dr. Leyds added, "to conclude an honorable peace, when it is desired, and we shall never cease to urge it, even while continuing to fight."—*Reuter.*

PREPARED FOR THE WORST.

PRECAUTIONS TAKEN BEFORE A BATTLE.

The names of the British killed and wounded after a battle are ascertained by means of the identification cards which all British soldiers carry sewn up in the left-hand corner of their khaki tunics.

On the card is written the soldier's name, rank, regimental number, together with the name and address of his next-of-kin. The latter is added so that the authorities may know where to forward the effects of any soldier who gets killed.

After an engagement the roll is called as soon as the regiments get back to their camp. Every man who does not answer is "ticked off" as missing, and search is made for him on the field. As the search parties come across the dead and wounded men they rip open the tunic at the left-hand corner and take out the identification card. The cards thus collected are carried back to camp and handed over to the clerks of the general in command, who therefrom compile the casualty lists.

After all the cards have been collected the roll is checked again, and a note made of those men of whom no trace has been discovered. These are usually presumed to have been taken prisoners, but it does not always follow that the assumption is correct.

In the corner of his tunic opposite the identification card every soldier carries a small pad of handkerchiefs, etc., for dressing a wound. This "field dressing," as it is called, is added to "Tommy's" equipment in order that he may be his own surgeon until medical assistance arrives, or may have the wherewithal on him to bind up the wounds of a comrade.

One of the last things "Tommy" does when ordered to the front is to make his will; although every regiment contains a percentage of happy-go-lucky fellows who do not worry themselves about what will become of their property when they no longer require it.

U.S. HOSPITAL SHIP.

MISS HIBBARD EXPLAINS THE ARRANGEMENTS OF THE "MAINE."

Apart from our gratitude to the U.S. hospital ship *Maine* for the splendid service she will do us in South Africa, we must naturally feel interested in this chance of comparing American and English hospital work.

I could not help feeling (writes a *Morning Leader* representative) as Miss Hibbard, the head nurse of the *Maine*, described the ship's outfit, that perhaps our cousins in this particular branch have, as it were, begun younger and grown faster.

The nursing brigade on the *Maine* consists of five doctors, the British medical officer Dr. Hensman; five nurses, or supervisors as they are called, one to each of the five wards into which the ship will be divided; 20 orderlies and two ambulance officers and 10 trained male nurses. This class of nurse, Miss Hibbard says, is peculiarly useful. The men are trained in the Washington training school, and are drafted en masse into the Hospital Corps or the Signal Corps.

"When I was in Jacksonville during the war," said Miss Hibbard, "one of my nurses instituted a school of cookery for the Hospital Corps men, and some of those going out in the *Maine* were trained in it. It was a very popular school and there were 150 pupils; they were particularly taught to dish up the ordinary ration in an appetising form, so if our patients turn dainty we shall be prepared for them."

The *Maine's* nominal accommodation is for 200 patients, though its capacity may be stretched to 225 if needed. Inside everything is painted a cool pale green, while outside the ship is white. At the head of each bed is a little basket containing the patient's toilet requisites. There is a plentiful supply of clothes—pyjamas, dressing-gowns, and thousands of handkerchiefs; for the idea is that when a patient comes on board, his own things are to be put away, not to be seen again till he leaves the ship at the end of the voyage.

Miss Hibbard does not expect to go to the front; though that may happen, as the *Maine* is to be entirely under English orders. The original idea is that the men who are too badly wounded to be of any possible further service shall be taken on board and brought home, carefully tended all the way.

Practically all the work of organising and fitting out the ship has been shared between Miss Hibbard and Mrs. Whitelaw Reid, who has personally interviewed all the members of the brigade before engaging them. The female uniform is either of blue duck or white, with white duck aprons and little white caps, very much like the cap which tennis gives to "Miss France" in his *Punch* cartoons. Each nurse wears also a special little gold badge.

Nearly all the nurses have seen service in the American and Spanish wars. Miss Hibbard herself was among the awful hospital tents at Jacksonville, where they had 850 typhoid cases.

PUSHING THE AMERICAN OUT OF HAWAII.

The *Hawaiian Gazette*, of Honolulu, notes with regret that the Portuguese and Japanese are taking up the best lands in the Hawaiian Islands, to the exclusion of the Americans, who, it was expected, would go to the islands in large numbers after annexation became a fact. The *Gazette* cites a typical instance, and comments as follows:—

"On the southern slopes of Haleakala there is now to be seen not an experiment, but a demonstration of the course of racial events on these islands. A vast tract of land lies on a slope, rising with gentle grades from the plains of the isthmus occupied by the Hawaiian Commercial Company, up to, and above, the first line. The soil is rich. Fruits and vegetables grow with luxuriance. Corn makes excellent crops. With a good road, the owner of only ten acres of such land may sleep every night within the cold belt, and descend every morning to the warmer belt below. This region is ideal for the most satisfactory growth of Anglo-Saxon civilisation in the tropics, because, if he wills it, the settler may find only half an hour's ride between the tropics and the temperate zones.

"What is the situation? What is the outlook there? The Portuguese have settled on this tract and are doing well. Many, it is said five hundred, Japanese have taken land in Kula and Makawao, and are making excellent profits out of their agricultural work. Out of some hundreds of settlers are there any Americans? No. Yet the profits of agriculture in that section, today, would open the eyes of the small farmers of America. . . . While there is much waving of the flag over the islands with the patriotic shout that the islands must be Americanized, day by day, step by step, the men of other nationalities are becoming the bone and the sinew of the people. One looking upon these prosperous people pre-occupying the land, must regard the case of American settlement in this region as almost hopeless. . . . It is simply idle to say that the American farmer can or will supplant the Portuguese or the Orientals."

LYDDITE AND SLEEPITE.

Some exaggerated stories are circulating in South Africa in regard to Boer inquisitiveness and the astonishing explosive power of Lyddite, two of which are more reproducing. In the first instance, a farmer while visiting Cape Town made a few inquiries respecting English methods of war and munitions. And it came to pass that he encountered an Englishman of old acquaintance with whom he conversed in the *taal*, a sort of broken English and kitchen Dutch, respecting the new shells to be employed for the Kruger crushing. "What is the Lyddite dingo that they praat about so much?" asked the peaceful buccar. "Well," replied the other, "it's a thing full of something fired from cannon, and when it drops on a kopje, and finds nobody there, it jumps on to another kopje, and so on until it finds a kopje, with people, when it bursts with a big noise and kills everybody dead." "Alle magtig!" exclaimed the Boer, "but we'll never be able to fight against that." The second story comes from Dundee, where a Boer asked a well-known racing man what Lyddite was like. "Like!" exclaimed the sportsman. "You place a shell amongst a herd of cattle in a garden, and when that goes off it rains cabbage-roses." "Well," replied the Boer, "wonderfully." "Well," continued the Dundee man, "that's nothing to the new kind of dynamite called sleepite. When these shells go off every burgher within a two mile radius falls fast asleep from the gas. The roobies come along, take away your guns, tie you up in pairs, and walk off singing 'Rule Britannia!' "Magtig!" again exclaimed the Boer, "de verdomde Eengelsche is wonderlyke voor inventie!" Then he went off across the Buffalo and told his friends that Englishmen who resided for long in South Africa were bigger liars than even the Boers themselves.

A GENERAL SYMONS STORY.

Symons was one of the coolest, most daring men that it has ever been my good fortune to come across. I remember on one occasion in Durban we received information that Bob Laloo, a redoubtable dacoit leader, was lying up in a patch of jungle about twenty miles away. Symons was up in hot haste, and within half an hour the column of seventy-five mounted infantry, reinforced by two squadrons of Bengal cavalry, had started in hot pursuit.

It was impossible to locate the enemy, so Symons formed one long line and we swept at a hard gallop through the open jungle. It was a difficult country, interspersed with high banks and deep ravines; men and horses came down in dozens.

I was riding behind Symons on the extreme left of the line. Suddenly we came upon a broad ravine with steep banks literally packed with men, and on the other side of the ravine and night for the past two months. I had to think there were more than ten of us, all together. Riding down was impossible, so Symons slipped off his horse and slid down the bank, followed by the remainder.

Symons literally elbowed his way through the mass of men in his eagerness to get across to the opposite bank, who were too dumfounded to do anything.

On a ridge on the sloping bank crouched a man with an old flintlock. He took a steady aim point blank at Symons. Just as he was in the act of pulling the trigger Symons noticed him and moved steadily in his direction. He did not alter his pace, and quickly drew his sword. Not a muscle of his face moved as the man fired. The powder flashed in the pan and the next moment Symons had cleft him from forehead to chin, and the man rolled dead at his feet. Symons returned his sword, and started to climb the bank as if nothing had happened. From "Recollections of General Symons," by One Who Served With Him, in *Today*.

HOW SOME ARTISTS WORK.

Many people must have seen English painters who went out of their way to confuse their eyesight and destroy all unity of impression. Some begin a large landscape at the top of one corner, and finish it all the way down, bit by bit.

These make a tunnel with their hands to shut out everything but the one patch of colour they are matching. These hold up white paper to gauge a value; these match units upon a palette knife held against the hues of nature; these cut holes in a card to look through; and these peep through their legs, their half shut eyes, or into a small black mirror.

I have often seen men painting sunsets who would shade out the sky with a bit of hand that they might see what they were pleased to call the true colour of the ground. Of course, the grass instantly became quite another colour to what it had been when the sky entered the painter's eyes at the same time. But they seemed unaware that they were painting by this process two quite different effects in one frame.—R. A. M. Stevenson.

SHIPPING REPORTS.

Captain Weigall, of the steamship *Loongsang*, from Manila, reports—Strong breeze, high sea and heavy rain squalls.

Captain Dowson, of the steamship *Woonang*, from Shanghai, reports—Strong monsoon, high sea, dull and overcast.

Captain Newcombe, of the steamship *Chihli*, from Wuhu, reports—Strong N.E. to fresh N.W. winds, with heavy rain and northerly sea.

Captain Davis, of the steamship *Haiching*, from Foochow, reports—Strong N. and N.E. winds throughout, heavy rain and rough sea. Steamers in Amoy—*Ness* and *Kaifong*. In Swatow—*Edorado* and *Daguerre*.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.
Barometer 30.159
Thermometer 57
Humidity 74
Rainfall 1.545

TO-DAY.

WEATHER REPORT.

On Jan. 6, 1900.
Barometer 30.23
Temperature 48
Humidity 72
Rainfall 0.15

TO-DAY.

Saturday, 6th January, 1900.
Chinese—6th of 12th moon of 25th year of *Kuang-shi*.
Sun—Rises 6hr. 42min.
Sets 5hr. 25min.
Moon—in Equator 1hr. a.m.
High water—Afternoon . . . 5hr. 27min.
Low water—Afternoon . . . 5hr. 45min.
Morning none

ANNIVERSARIES.

1878—Great fire at Tientsin 1,400 famine refugees burnt to death.
1889—Wreck of the British ship *Anglo-Indian* near Oyster Point; Captain and 13 of the crew drowned.
1890—Messrs. Henry and Victor Roque, Captain Roque, Mr. Costa, and Messrs. Roque's Comptroller attacked by pirates at Dongrieth, Tonquin; Captain Roque murdered and the rest of the party were taken prisoners and held for ransom until 7th March.

1896—National Reform Committee arrested at Johannesburg.
1897—The dismantled British barque *West York* sold at auction for \$5,800.
1898—The town of Ambolma destroyed by an earthquake.

TO-MORROW.

Sunday, 7th January, 1900.
Chinese—7th of 12th moon of 25th year of *Kuang-shi*.
Sun—Rises 6hr. 42min.
Sets 5hr. 26min.
High water—Morning . . . 5hr. 27min.
Afternoon . . . 5hr. 50min.
Low water—Morning . . . 5hr. 30min.
Afternoon . . . 5hr. 47min.
Morning none

ANNIVERSARIES.

1558—Calais lost.
1697—Swan R. W. Australia discovered.
1841—Fort at Chuenpi taken with great slaughter.
1889—Northamptonshire Regiment left Hongkong.
1896—Japanese Government handed Port Arthur over to the Chinese. H.M.S. *Caroline* left for England.
1897—The Mansion House Indian Famine Fund opened.

AGENDA.

TO-DAY.

9 p.m.—Concert at City Hall in aid of the South African Fund.

TO-MORROW.

CHURCH SERVICES.
St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanichai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
 Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

MONDAY, 8th.

11 a.m. Tenders for specie, for H.M. Treasury chest, received.
3 p.m.—Meeting of the Justices of the Peace, in St. Andrew's Hall, to appoint member of Legislative Council.
4 p.m.—Lecture on Government House. Cargo ex *Indrapura* subject to rent.

TUESDAY, 9th.

O. & O. steamer *Strathgyle* leaves for San Diego.
H.K.V.C. ORDERS.
5.30 p.m.—"A" "B" and "C" Gun Drill at Head-quarters.
1.10 to 5.30 p.m.—Revolver Practice.
3.30 p.m.—Range Finding Class.
5.30 p.m.—F.R. Gun Drill at Head-quarters.

WEDNESDAY, 10th.

Noon—Imperial German Mail Line steamer *Preussen* leaves, with mails, for Bremen and Hamburg.
Cargo ex *Tientsin* subject to rent.
9 p.m.—Repeat concert at City Hall, in aid of the S. African Fund.

H.K.V.C. ORDERS.

5.30 p.m.—Company and Carbine Drill for the recruits of all units.
5.30 p.m.—"D" Infantry Company, Company and Arm Drill.
6 p.m.—"E" Engineer Company Drill at Head-quarters.
6 p.m.—Band Practice for unenrolled Drummers.
6 to 7 p.m.—Band.

THURSDAY, 11th.

H.K.V.C. ORDERS.
4.30 p.m.—Range Finding Class.
5.30 p.m.—"Trumpeter's" Class.
5.30 p.m.—F.B. Company Drill at Kowloon Docks.
5.30 p.m.—"A" "B" and "C" Machine Gun Company Drill at East Point.

FRIDAY, 12th.

N. P. R. steamer *City of Dublin* for Victoria B.C. and Tacoma.
Ocean Steamship Co.'s steamer *Dardanis* leaves for Liverpool (direct).
p.m.—Australian Lloyd's steamer *Gisela* leaves for Fiume and Trieste.
H.K.V.C. ORDERS.
5.30 p.m.—Signalling at Head-quarters.

SHIPPING AND MAIL NEWS.

English (*Valetta*) to-morrow.
German (*Preussen*) 9th inst.
American (*Capricorn*) 11th inst.
German (*Sachsen*) 11th inst.
American (*Ontario*) 14th inst.
American (*America*) 18th inst.
Tacoma (*Tacoma*) 18th inst.
Canadian (*Empress of India*) 22nd inst.

The Austrian Lloyd's S. N. Co.'s steamer *Gisela* left Moji for this port this morning.

The N. Y. K.'s steamer *Inaba Maru* (Europe Line) left Kobe via Moji for this port yesterday (5th inst.) and is expected to arrive here on the 12th inst.

The steamer *Tenaka* from London and Liverpool passed the Canal on the 5th inst. and may be considered due at Hongkong on or about the 1st February.

HONGKONG AND WHAMPOA DOCK RETURNS:
Isla de Cuba, to Kowloon Dock.
Isla de Luzon, " " " "
H.I.G.M.S. Hertha, " " " "
H.I.G.M.S. Gefen, " " " "
H.M.S. Algerie, " " " "
Strathgyle, " " " "
Trafalgar, " " " "
Powen, " " " "
D. Juan d'Austria, Cosmopolitan " "
Memair, " " " "
Depline, " " " "

Outward—12th December—*Morven*, *Sten*, 15th December—*Kheron*, 19th December—*Canton*, *Hyson*, *Langbank*, *Acadus*, *Burdon*, *Cathay*, 22nd December—*Babelsberg*, *Kanagawa Maru*, 30th December—*Australia*, *Benvenue*, *St. Jerome*, *India*, *Dart*, *Lanark*, *Synarua*, 31st December and January—*Ceylon*, *Brazmar*, *Emma Laykin*, *Oldenburg*, *Sunak*, *Maru*, *St. Andrews*, *Homeward*—2nd January—*Malacca*.

PASSED THE CANAL.

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SHIPPING.

CHITRAL, British steamer, 1,158, Newcomb, 5th Jan., W

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S Office, No. 9, Praya Central, Victoria, on SATURDAY, the 13th January, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from 10th to 13th January, 1900, both days inclusive.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 5th January, 1900. [28b]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO., General Managers.
Hongkong, 30th December, 1899. [1622a]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment
and Agency Co., Limited,
General Agents for
The West Point Building Co.,
Limited.
Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 3rd January, 1900. [14b]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [104a]

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Hongkong, 18th August, 1899. [104a]

MITSUI BUSSAN KAISHA

No. 6, Lee House Street, Praya Central.

Head Office—TOKYO.

Branch Office—LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Miki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanegafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. [4c]

Consignees.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 7th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd January, 1900. [8b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM HONGKONG AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "ST. IRENE,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJ.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 3rd January, 1900. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WASAKA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on THURSDAY, the 11th instant, and SATURDAY, the 13th instant, both days at 10 A.M. upon notice of such damage being sent in beforehand to this office.

All claims must reach the Undersigned before the 13th instant, or they will not be recognised. No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.
Hongkong, 5th January, 1900. [26b]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------|---|------------------------------|
| INABA MARU..... | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. | SUNDAY, 14th Jan., at 4 P.M. |
| *KINSIU MARU..... | VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA. | MONDAY, 15th Jan., at 4 P.M. |
| YAWATA MARU..... | MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | FRIDAY, 26th Jan., at 4 P.M. |
| KAMAKURA MARU..... | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. | FRIDAY, 26th Jan., at Noon. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------|---------------------------------------|--|
| *SARNIA..... | HAVRE and HAMBURG. | 15th January. Freight and Passage. |
| Fuchs..... | (LONDON with transhipment in HAMBURG) | 18th January. Freight. |
| AMBRIA..... | HAVRE and HAMBURG. | 18th January. Freight. |
| Burneister..... | (LONDON with transhipment in HAMBURG) | About 27th January. Freight. |
| WITTENBERG..... | HAVRE and HAMBURG. | January. Freight. |
| Madsen..... | (LONDON with transhipment in HAMBURG) | About 5th February. Freight and Passage. |
| *SILESIA..... | MARSEILLES, HAVRE & HAMBURG. | About 8th February. Freight. |
| Behrens..... | (LONDON with transhipment in HAMBURG) | About 8th February. Freight. |
| HOLSTATH..... | HAVRE and HAMBURG. | February. Freight. |
| Bahle..... | (LONDON with transhipment in HAMBURG) | February. Freight. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 4th January, 1900. [131b]

will be despatched for SAN FRANCISCO, VIA MOJ, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

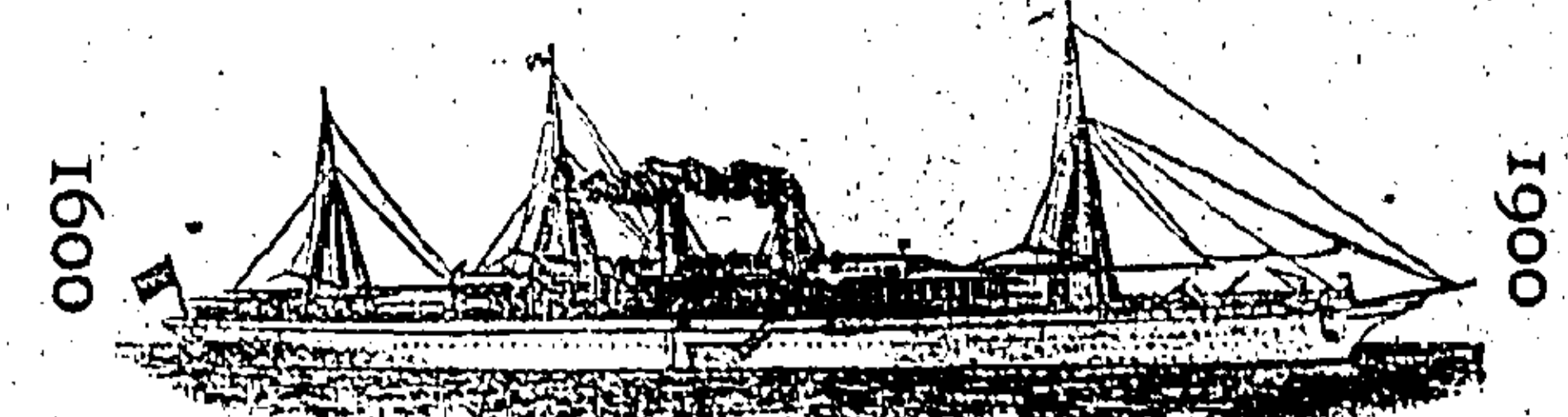
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 21st December, 1899. [131b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street. [3]

Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin... 3,328... R. Rae... Jan. 12

Breconshire... 3,567... C. E. Elliott... Jan. 20

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen... 3,777... J. Murray... Jan. 27

THE attention of Passengers is directed to the very cheap rates offered

INCIDENTS IN THE WAR.

The thunder of the big guns round Lady Smith was still. Most of the Boers in laager at De Waa's farm were finishing at their last morning meal. Far away to the west rose the splintered peaks of the berg towering above the long slopes now growing green after the parched brown of winter.

In the midst of life they were in death; under the mounds of fresh earth scattered on the kopjes round them lay red spoil of Lady Smith's guns.

"I believe they will try to storm our position to-day," said a German gunner. "I don't think so," replied the commandant. Suddenly a volley rang out behind the farmhouse.

"What's that?" he asked hastily, and for answer there came five burghers with still smoking rifles.

"We have just captured and shot a *verdere* *unde* spij!" they shouted. "He's a Carabianer from Murrburg, a renegade to our colours, who tried to us that he was a burgher of Ernelo."

"Right," replied the Commandant, "you have done quite right; those were my orders. I'll come and see if I can identify the second one. I know every soldier in Ernelo."

They went through the orange orchard till they came to the cattle-kraal. There in the bright morning sun lay the dead spij, stiff in his stained corduroys, with blood oozing from beneath his wideawake.

The Commandant turned the body over, and looked into his face.

"God Almighty!" he sobbed, like a child, "it's my son!—my son!—and by my orders."

The following story is told of an Irishman who was fighting with the Boers at the battle of Murrburg. He was a railway station porter, and was sent to the front by a party of British horsemen advancing. He was observed to gaze intently at the party, and enquiring of the guard who they were, was informed that they were the Imperial Light Horse. "Why," says the Irishman, "that's my brother in that squadron. I'm off. I'm changed if I'm going to fight against my own relations, and, quickly taking the saddle off his own scraggy pony, he put it on a better horse standing near, and rode off like the dickens, and to the Imperial Light Horse ranks, whence he directed his attention to his erstwhile comrades in arms."

THE DRESSING OF A "STAR."

HOW A WELL-KNOWN ACTRESS TRIES HERSELF AND OTHER PEOPLE.

A stuffy little room, hung with old gold, a huge mirror reaching from floor to ceiling, and pivoted so as to be movable in every direction, a softly-padded lounge, a deep easy chair, a table covered with jars and pots, a species of clothes-horse supporting a crowd of costumes, stockings, cloaks, and what not.

On the lounge fanning herself, and inhaling the perfume of a bunch of lilies of the valley, was the object of my call.

My hostess waves me to the chair, says I may smoke a cigarette, and then murmurs that her maid—she is not over up to a "dresser"—will be in attendance in a moment.

Then she half closes her eyes and sniffs the flowers again.

Presently the maid comes in and busies herself with a variety of bewildering garments, and a satyrine "coiffeur" who is responsible for the actress's hair stations himself behind her chair.

Mademoiselle rises languidly, dons a long, white, loose gown, seats herself before the loaded table, and gets to work with her hand and puff. The coiffeur does his duty and the maid—who is not a dresser, mind that—assists in garbing the little slight lady with the languishing eyes and the pouting mouth.

It is interesting to watch how she rejects this pair of stockings in favour of that.

"But Mademoiselle has only worn these once," pleads the maid.

Mademoiselle shrugs her shoulders.

"In these days one wears anything anything," she says, finally settling upon a pair. It is the same with the shoes. They are beautiful, they do not fit, she must change her shoes.

Everything being at last as it should be, she sits herself down on the lounge, and takes her lilies again. Then the maid holds mirrors before her, and behind her, and on every side, and at every angle.

She is not pleased with the colour of her cheeks, her eyes are too dark, the Crème Imperatrice has been literally lumped on. She goes to the table and deftly manipulates her make-up materials, gazing at the stupidity and ignorance of people. With a few skillful touches she rectifies the mistakes, and puts everything right.

Then her shoes worry her and she must change them, her petticoats drag and they must be raised, her bodice is too tight, her sleeves too long—there would seem to be a week's work before her dressmaker, and one wonders when, if ever, she will have all things adjusted to her satisfaction.

When her "call" comes she is perfectly in order, and trips away with a smile and her flowers. You trip away, too, glad to be free of the closeness of the yellow room and to breathe the outer air once more. And as you disappear, you observe the maid and the hair-dresser gaze at one another and sigh, as who should say "Thank goodness, that's over for another night, at least."—*Sport & Gossip.*

BARKLY WEST.

[BY EDWARD DICKEY.]

A few days ago I read among the items of news from the seat of war a paragraph to the effect that the Boers had occupied Barkly West. Probably for the great majority of my fellow-countrymen, both at home and in South Africa, the news of an obscure village in an outlying fallen into the hands of the Boers and having been proclaimed as belonging to the right of conquest to the South African Republic possessed little or no interest. Indeed, even in the Cape Colony, Barkly West is known mainly, if at all, as being the constituency which has been represented continuously by Mr. Cecil Rhodes since he first entered upon public life some fifty years ago. But for me the paragraph possessed special interest from the fact that during my visit to South Africa I spent more time in this queer riverside township than I did in any other place in the colony. I should, therefore, like to recall my recollections of one of the quaintest of the many quaint places in which I have been my lot in life to take up my abode for a season.

Barkly West has a history of its own. When Griqualand was first declared a British possession, in order to hinder the province from falling into the hands of the Orange Free State, Barkly West was selected as its capital and was named after Sir Henry Barkly, the then Governor of the Cape Colony. In 1854, however, could learn, the reason of its selection lay in the fact that it was situated on the Drift by which the main track to the up-country lay in the Vaal river, and that its population at this period, small as it must have been, was probably greater than that of any other village or township in the some-time country of the Griquas, who had gradually

been ousted from their lands by Boer raids. Moreover, at the period of which I speak there was a large mining community, whose headquarters lay round about Barkly West. Diamonds of larger size and whiter in colour than the stones of the Kimberley mines had been found in the bed of the Vaal river, which, on leaving the open veldt of the southern Transvaal and passing through a sort of gorge with high bluffs on either side, stretches out from Fourteen Streams to the junction of the Vaal and the Hart rivers. It was then generally believed, and indeed, is still believed in many quarters, that somewhere in the neighbourhood of Barkly West there exists a vast bed of diamonds, out of which the precious stones found beneath the bluffs had been washed out by some prehistoric deluge. Companies were started, prospecting works were set on foot, miners flocked in hundreds to the river banks in search of the supposed diamond Eldorado. For a time Barkly West, then Kimberley, seemed likely to become the Johannesburg of the Vaal and the Pretoria of Griqualand West. But somehow, as I have cause to know to my own loss, the Eldorado of the Barkly Peninsula has never yet been located, and the dry mines of Kimberley—should I may use the metaphor—put out of joint the nose of the quondam capital. Barkly West at the time when I knew it had long ceased to be the seat of government, and had become about the most dead-alive place in which it has ever been my fortune to sojourn.

A STRANDED TOWN.

The fates were against it. The discovery of the Rand gold mines diverted the up-country traffic from the Barkly West route to another route which crosses the Vaal at Fourteen Streams and leads on to Johannesburg by Bloemfontein and Kleinsdrupp. For little Barkly West was thus left stranded high and dry. To get to it at all was a work of difficulty. The distance from Kimberley is some four and twenty miles, and the mails were carried to and fro daily by a Cape cart, the most satisfactory of public conveyances ever yet, to my thinking, devised by misdirected human ingenuity. In this mail-cart there were places for half a dozen passengers; but though I must have made the journey a score of times, I never remember my ever having more than two or three companions. For about a mile out of town there was a fair metalled road, which at one time was to have been prolonged to Barkly West, but the idea had been abandoned, and till one reached the Vaal river the road was a mere track across the veldt. To my mind the veldt is the most uninteresting of prairie plains, and the veldt round about Kimberley is the dreariest of the various veldt districts which I have seen in my South African travels. When the weather is fine—and it is mostly fine—you are smothered with dust as you jolt over the uneven broken ground. When the rain falls the plain is converted into a quagmire, where the wheels sink every few minutes into a veritable slough of despond. There is nothing to see, far or near, except the endless rows of ant-hills, each the exact counterpart of every other, and looking for all the world like gigantic beehives. The only signs of animal life are the meerkats, quaint-looking animals about the size and shape of a stoat, which, when they are startled by the sound of wheels, sit upright on their hind legs and stare at the passers-by with uncanny eyes. Every now and then you meet a Boer farmer's cart or a troop of Kaffirs walking in single file, the men striding along leisurely with humps of putrid meat, the great Kaffir daintily slung on a stick across their shoulders, and the women laden with heavy burdens of nondescript household wares, known by the name of "Kaffir truck," stumbling wearily behind.

A HARD-ROAD TO KIMBERLEY.

Along the road—the name, on the *lucus a non lucendo* principle, given to a track in South Africa—the solitude, as, indeed, in all other parts of the veldt, is absolutely depressing. In a distance of twenty-five miles leading to the sometime metropolis of Griqualand West from the diamond-mining city one passes, as far as I can recall, only two dwellings—a roadsider's tavern with the name of the Half-Way Bar, and a sort of boarding-house on the banks of the Vaal, which is mainly resorted to by bridal parties from Kimberley or, at any rate, by couples with respect to whom the remark holds good that if they are not married they ought to be. In any other country but South Africa there would be tramways and excursion trains running from the dry, bare, bleak, sand-driven city of Kimberley to well nigh the only spot within easy reach of the town where green trees, and running water, and cool breezes are to be found even in the baking days of the summer. But here it is not so. I remember once asking why it was that in the veldt, where herds are plentiful, you can never, except at one or two favoured places, such as the Kimberley Club, get anything but preserved milk and rancid tinned butter. An old resident to whom my question was addressed answered "because it takes less trouble to open a tin than to milk a cow." In South Africa natives, Boers, and even Britishers dislike trouble more than discomfort. So, as I have said, Barkly West, which ought, by rights, to be the Richmond of Kimberley, can only be reached by a weary and some cross-country journey of four or five hours in the poorest of conveyances over the roughest tracks.

LIVING ON ITS REPUTATION.

Yet to any sojourner in South Africa who, like myself, has got to hate the weary recollection of the dreary, desolate veldt, a visit to Barkly West is well worth the fatigue; the dust, the heat, and the dirt which the journey involves. The moment you get into the valley of the Vaal you seem to have entered another world. Higher up and lower down, the Vaal is a sluggish, dun-coloured stream, meandering with bare streaks of sand, and rolling slowly seawards between flat banks scarcely higher than the surface of its waters. But here it is a bright, sparkling stream, dotted over with rocks and islands, and running swiftly between the cliffs which overhang it on either side, the cliffs in whose depths, somewhere or other, nature's treasure-store of diamonds lies still undiscovered. The grass is green, not brown as in the veldt; there are trees here with leaves, not bare as poles; there are bushes, shrubs and flowers, patches of rich colour in the landscape, houses of wood and brick dotted over the country-side in lieu of the corrugated-iron sheds which form by far the major portion of the dwellings to be met with on the veldt. The air is cool to breathe, shade is not far to seek, the buzz of the mosquito is unheard, birds other than vultures are to be seen flitting to and fro, and everywhere one hears the sound, so sweet to ears dwelling in the silence of the veldt, of water rippling rapidly.

When you have left the plains behind you, a fairly well-made road leads by the side of the Vaal to the fine suspension bridge which spans the river, nearly opposite to Barkly West. It is characteristic of the topsy-turvydom of all South African things that this—the finest bridge to be found in the whole country—should be located on a wellnigh disused route, leading from nowhere in general to nowhere in particular. Even if Barkly West had fulfilled the promise of the short-lived "diamond" it would doubt whether the bridge in question could ever have commanded a sufficient amount of traffic to pay for its construction. At it is a question whether the tolls can pay the wages of the gatekeeper. The town of Barkly West never has and never could have lived up to the

bridge, even if diamonds had never been found at Kimberley and "ole Water-boer" had still remained "monarch" of all he surveyed round about Dutoitspan and Bultfontein.

The village of Barkly West, the dim shadow of a departed glory, or rather of a glory which faded before it came into full existence, is like most South African country towns, one long straggling street intersected by a number of openings, which at some remote period dreamed of developing into cross-roads, a dream which was never realised. The houses are of the usual plain one-storied, whitewashed, box-shaped order of South African architecture. But, unlike most of their fellow-townsmen in the veldt country they are built on an eminence. From the top of the northern bluff they command a pleasant view of the hills opposite; they have for the most part garden plots running down to the banks of the Vaal, and altogether they possess a character of their own. A certain moral savour, too, of bygone grandeur still hangs about the departed capital. We have all met people in our lives who in the poorest of positions derived consolation from the reflection that they had known better days. So it was with Barkly West. Its citizens knew that in the eyes of the outer world they were eclipsed by the wealth of Kimberley. But they consoled themselves by the thought that they were often also something different from—in fact, "a cut above"—the money-grubbers of Diamondopolis. The population, small as it was, contained an unusual proportion of officials and professional men. There were a magistrate, a collector of taxes, a Government surveyor, a mining engineer, a chief constable, a solicitor, and a brace of doctors. The only shop, if I remember rightly, was a branch of Messrs. Hill and Paddon's stores, and their business was from a social point of view, whatever it might be from a commercial—wholesale, not retail. What all these various functionaries were supposed to do was a mystery I could never fathom. Judging from my observation, they spent most of the day, when they were not sleeping, in gossiping with each other in the street, in dropping in and out of the four or five solitary taverns, and in watching for the one event of the day, the sound of the horn that foretold the arrival of the Kimberley mail-cart.

Every now and then a team of Boer waggons going Johannesburgwards outspanned in Barkly West, and in the course of my stay there was a vague hope that the projected up-country railway which now runs to Bulawayo might, in order to avail itself of the suspension bridge, select Barkly West for the point of crossing the Vaal. But the hope proved unfounded; I suspect the inhabitants of this South African town, following were rather glad than otherwise that their quiet was not to be disturbed by the screeching of steam whistles. Barkly West had grown callous to adversity, and on the whole would have resented any change in its decaying fortunes. Twice a year it had a race meeting; once in every month the Masonic Lodge held a gathering, and at intermittent intervals of indefinite duration Mr. Cecil Rhodes used to address his constituents. It is some consolation to me now to reflect that though we found blue ground and Dutch boots, and every one of the usual South African ailments in the place or crammer mine, hard by Barkly West, in which I was interested, we did not find a single diamond. Had it been otherwise I might at the present moment have been residing at Barkly West, waiting for the mail, evening after evening, and counting the days till Lodge night came round again. If such had been my plight, I think that even the advent of the Boers, and the raising of the Transvaal flag, in lieu of the Union Jack, over the old half-ruined mud fort, built during the days when a Kaffir raid might be expected at any moment, would not have proved an utterly unwelcome variation to the monotony of my daily life.—*P. M. Gazette.*

THE LAST OF THE POST-BOYS.
AN EXTRACT FROM "ODD PEOPLE I HAVE MET," BY THE REV. S. BARKING-GOULD, M.A., IN THE "SUNDAY MAGAZINE."
George Spurlie had begun life as a little urchin perched on the back of the waggon horse that had brought in the wheat and harvest, and this had so raised his ambition, that nothing would content the child but becoming a post-boy. The scarlet of the Queen's livery presented no attraction to him, nor the blue jacket of the navy. Nothing would do but the stable, with the anticipation of at some time wearing the yellow jacket and white breeches. When not in the stable he was to be found in the bar, where he told many a yarn. "I was once," he would boast, "in the company of a We're stopped, but on that occasion things didn't turn out as was intended." "How so?" "I'll tell you, gentlemen. There was some bullion to be sent up to London from India. It had been landed at Falmouth. Now the authorities had some suspicion and so they didn't send it the way as was intended. I had orders quite independent—I knew nothing about it—to go to Chudleigh—I reckon there was a gentleman there as wanted me to drive him across the moors to Tavistock, and he knew he could rely on me. He was to start at five o'clock, and I was to be in the direction in the evening before with a close conveyance, as I knew there might be rough weather and rain next day going over the moors. "I hadn't got half-way when I was stopped by a man on horseback with his face blackened. He held a pistol, and levelled it at my head. I had no mind to be shot, so I pulled up. In a rough voice he asked me who was in the chaise. "No one," said I. "But there is something," said he. "Nothing in the world but customs," replied I. "You're a fool," he ordered. "You hold my horse whilst I search the chaise." "I'm at your service," said I, and I took his horse by the bridle, and as I passed my hand along I felt that there were saddle-bags. Well, that highwayman opened the chaise-door and went in to overhaul everything. I had made up my mind what to do so while he was thus engaged I undid the traces of my 'osess with one hand, holding the highway man's horse with the other. "Presently he put his head out, and said, 'There is nothing within; I must search behind.' Search where you will, said I; 'you've plenty of time at your disposal. And so saying I leaped into his saddle. Then I shouted, 'Get up and along, Beauty and Jolly Boy!' and struck spurs into the flanks of the horse, and away I galloped on his steed, with my two chaise horses galloping after me, and we never stayed till we came to Chudleigh. "I was a good deal surprised to find that there was a lot of money in the bag, there's my luck. That fellow had robbed a sergeant-major the same night, and this sergeant-major came and claimed it all." "But you were handsomely rewarded?" "He gave me a guinea, and the highway man's 'oss, and that same 'oss is the old gray mare, gentlemen, as folks here laughed at me for weeping over when she was hanged. Now it is a curious circumstance that, so far as I know, that there highwayman went out free to his grave, and the poor innocent gray was hanged. George Spurlie lived to an advanced age, but he was one of those men whose age it is hard to determine. His face was always

keen and his eyes bright; he had a ruddy cheek, was always closely shaven, and his gray hair cut short. Till he died he drove a conveyance belonging to the inn; he could not be induced to drive the 'bus to the station. To that, "No, sir!" he said, "an old post-boy can't go that. There be stations and callins, and the station and callin' of a post-boy is one thing, and the station and callin' of a 'busman is another. You can't pass from the one to the other." He fell ill very suddenly, and died almost before any one in the town, where he was well known, suspected that he was in danger. But he had no doubt in his own mind that his sickness would end fatally, and he asked to see the landlady of the inn.

"Beg pardon, ma'am," he said from his bed, touching his forehead, "very sorry I ha'n't shaved for two days and you should see me thus. But please, ma'am, if I'm no offence, be you wantin' that there yellow jacket any more? It seemed to me post-boys is gone out altogether."—"No, George I certainly do not want it."

"Nor these?—you'll understand me, ma'am, if I don't mention 'em."—"No, George. What can you require them for?"

"Nor that there old white beaver? I did my best, but it is a bit rubbed."—"I certainly do not need it."

"Thank y', ma'am. Then I make so bold, might I be buried in 'em as the last of the old post-boys?"

UNDERFERD CHILDREN.

INTERVIEW WITH MR. MIGGS.

"The mind of a child," said Mr. Miggs, "puzzles me more than anything else. For why? And I will tell you. Because it asks things which prove that, without thinking, there isn't nothing which it will ask which is absurd, being obvious, and not having brains for to understand your argument they ask it again, till I often feel the brain within this head as giddy as a top."

"If a kid ask me the same question twice," said the lorryman, "I wallop it for its impudence. And there ain't anything that will educate a kid more than a good walloping. It's the only education which I ever have myself, and I don't want no better."

"Education," said Mr. Miggs, "is a thing which ain't proper understood. Am I a educated man? And my answer is 'No.' For why? Because coming of poor but honest parents there was no chance for me to go to school. But I ain't a worse man for that; I'm a better man, speaking candidly, and as man to man, because I ain't obliged to nobody for my argument, getting it natural and fresh, and always more from where the same come from. But if I had been an educated man the difference would have been such as the world would have taken off its hat with pride and respect. I am an uneducated man; why, then, should I deny it?"

"I see as my childer has the education which I never had myself, and for more reason nor one. And my first reason is that if I don't send 'em to school I'm a paying rates as I don't get the value of; and my second reason is as the child which is educated has such an advantage as his father never know."

"And I don't see no reason," said the lorryman, "why a kid should have the pull over his own father. Let 'em take their chance with the others, and worry through with the rest. But I can't see no reason for to teach 'em to read and write, which puts more men in good luck anything else, barring drink and bad temper. I can't sign me own name, and so there ain't much chance of me signing another man's."

"To hear him talk," said Mr. Miggs, contemptuously, "you would think as the fool appear to believe that there ain't no such things as books, every word of which is written by hand."

"Not the Prayer-book," said the lorryman, shaking a sagacious head.

"Not holding with the Prayer-book," said Mr. Miggs, "I don't no condescend for to say. And I will not deny as there may be some books which have grown natural as the state of men goes. But my argument is that reading and writing go together, and in and a helping of each other. And I wish I could do both, though able to sign my name and reading casual without stopping for half an hour at a time."

"They talk about free education," said the lorryman; "but it ain't free if they have you up before the beak for not making the kids go to school. I been up myself five times; and I can't bring myself to leather the kid for doing as I would have done myself. Give me a man as can hold his own with anything about his own size and no meanness, and I will say as he is a man as I am proud to know. But the man which can read a book upside down and write without stopping, if he ain't well-plucked I care for him no more than if he was a Red Indian."

"Education is free," said Mr. Miggs, "because we get it without paying, and what you get without paying is worth havin', so far as the working man is concerned. But I will not condescend for to teach for getting what I can do without, though being a married man, I am confined to making my money with dignity and courage. And I am glad for to see that there is a motion for to feed the children as well, taxing them as can afford to pay."

"Better go in to the workus' and be done with it," said the lorryman. "I never knew a man, ole friend, as was so particular fond of getting things for nothing."

"And say I'm fond of getting things for nothing," said Mr. Miggs, patiently, "because I am only getting what belong to me and no questions asked. What am I? And my answer is, I am a working man which work hard six days a week for to keep myself alive and other people wallowing in luxury. Do I get the full value for my work? Do I get the full value for every shilling I pay? And my answer is as I get the value of a penny in the shilling and work the bones out of my flesh for to make them 'appas as treat me like the dirt beneath their feet. But the time will come when the working man, taking my words to heart, will rise in their strength and take what they want without the apology of explanation."

"ought to carry it. Promiscuous cussing don't have no effect whatever."

"And will you teach me my argument?" said Mr. Miggs, haughtily. "Am I so reduced in intellect as to come to you for to ask the difference between right and wrong?"

"And if you did," said the lorryman, quietly, "I would answer as it ain't right so to act as to make another man feel uncomfortable. If you want your childer to be brought up on charity, say it, and I will still respect your intellect though despising your character. But don't argue that I don't agree with you I ain't a man, but a bullock; for I will not stand it, ole friend, and so you have been warned more than once."

"You call yourself a bullock," said Mr. Miggs; "and if so you prefer to be called I will not deny your privilege, but do not butt your head in my stummock, which is the only argument as far as I have any knowledge of."

"Withdrow the charge," said the lorryman, rising with a frown, "or take the consequences."

"I will not withdrow what I have never say," said Mr. Miggs. "Who say bullock first? And well you know the word never pass my lips. But thinking as your pride was your strength, I think you call yourself a bullock for the sake of argument, and for the sake of argument I pass it without remark, meaning a compliment, and no offence, speaking candidly, and as man to man."

"It is handsome spoke," said the simple lorryman, relapsing into his chair with a smile. "An' I ask pardon for having so misunderstood the argument."

"Them digressions," said Mr. Miggs with dignity, "only rub the surface of existence, leaving the rocks where they was. And so say, as the thought of them little children which is learning reading and writing on empty bellies bring tears to my eyes, being filled with sympathy for anything that suffers. I have subscribed a shilling to the windows and orphans which is left by the war. And why have I done so, my friends? Because my heart is full of sorrow for them which is left. And am I to be called a man of no character because I will not deny that the empty bellies of the little children makes me sad or to think of them like little saints with pens in their fingers worrying their minds over letters which they don't understand?"

"Not so, ole friend," said the lorryman. "Your argument was mistook. And what I say is fill their little bellies, and don't bother about education, which is as you might say an extravagance which can be done without."

"Your mind never rise above your stummock," said Mr. Miggs; "and that is why I dispise your argument though respectin' your constitution."—*P. M. Gazette.*

EXTERMINATION OF THE WILD HORSE.

Gradually, but surely, the great herd of range horses on the American continent; on the interior plains of Washington, Idaho, and Montana are being driven to the wall. In the last two years at least sixty-five thousand head of horses have been removed from the ranges of Eastern Washington alone. Their disposition has been approximately as follows:—Shipped to Chicago and other Eastern markets, 20,000; canned into horse meat at Linton, Oregon, for shipment to France, 9,000; driven to Idaho, Montana, Wyoming, Colorado, and Utah, largely for pack and saddle horses, 10,000; broken for use by new settlers in Washington, 10,000; died in the last two winters, 8,000; lost from State in two years, 6,000. This loss has been double the natural increase, reducing the number of wild horses in California from about 125,000 to 80,000 or 90,000. At this rate of decrease they would last for some years, but the fact is that the horses are being confined to a smaller area each successive year, thereby increasing their chances of destruction. At least 5,000 horses died of starvation last winter in the districts north and south of the Snake River. Fifty to 80 per cent of some bands have perished under the conditions of short grass and deep snow. The cattle and sheep on the other hand, are rounded in the lower valleys during the winter. The range horses are now confined almost entirely to the thinly-populated counties of Douglas, Lincoln, Adams, and Franklin, and parts of Yakima and Klickitat, in Washington. These animals are worth 3 dollars, to 20 dollars, according to size and quality. A large number of them are cayuses; others are strong, large-boned horses. In June, 1,000 head of Douglas county horses were sold for shipment East at 250 dollars, 1,000 dollars, and 6 dollars per head. A home market for many thousands head has been caused by the boom in the wheat industry, owing to the good crops and good prices of the last two years. Thousands of wild horses, weighing 1,100 lbs. and upwards, have been broken to the plough by both old and new settlers. The indications are that this local absorption will continue in a limited way for several years in eastern Washington and Idaho.—*Sport and Gossip.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Arnold, A. K.
Barker, A. M.
Bachmann, Mrs. E.
Bingham, Mr. & Mrs.
Barton, W. H.
Blickendorf, A.
Brown Bros., N. P.
Butt & Co.
Butt, W. S.
Blaskowsky, A.
Brown, R. A.
Bureau, G.
Bisset & Co., Messrs.
Caldar, Miss
Cong, G.
Chubb, A.
Camillo, C.
Cooke, D.
Crook, Miss H. C.
Charles, W. D.
Clarke, Miss M.
Cum Yui, W. S.
Close, C. G.
Churchill, W.
Christensen, Mrs. B.
Grobsack, H.
Cowell, J. M.
Candona, J.
Duncan, J. J. A.
Dubbbs, A. J.
Dalton, E. Q.
Deszo, D.
Davertshaw, Mrs.
Dickie, R.
Duncan, J. W.
Dauncey, C.
Daw, L.
Dunstan, A. P.
Dunant, A.
Eman, A. H.
Francis, Mr.
Finanzki, L.
Ferralsa, A.
Fonday, C. F.
Kelly, Mrs.
Lochender, Lord
Langlade, Mme.
Lange, J. J.
McClie, J. J.
Moane, G. H.
McCleod, Mr. and Mrs.
Moldajao, P.
Martini, Sig.
McCoy, J. P.
McClelland, Miss
Morris, R.
Moseley, Mrs. M. E.
McGillivray, D.
Modigliani, G.
Macchado, A. E.
Maitland, A.
Mason, F. O.
Maire, C. E.
Niven, L.
Poinclit, C. H.
Petschak, M.
Prynn, F. J.
Pelley, E. Le
Piesse, C.
Pierce, Mrs. P.
Pierce, W.
Peller, Rev. H. C.
Peller, Mrs. H. H. Le
Paulsen, W.
Philipps, J.
Pijnappel, J. H.
Pracht, T.
Payot, H.
Rogers, Major A.
Rogier, J.
Reiber, F.
Ricardo, P.
Runkle, S. A.
Roberts, Mrs. D.
Rozario, Mrs. D. E.
Robbins, Miss J. F.
Richardson, Mrs. F. M.
Rowe, E.

Fiereman, M. G.
Fernat, Mons.
Femelas
Fry, Dr.
Forster, R. C. H.
Glaspe, Mr.
Gohde, Mrs. G.
Geis, Mrs. L.
Goldman, G.
Grosjean, Mons.
Goldshly, S.
Hudson, L. A. K.
Heinszen & Co., C.
Hesketh, S. B.
Harrison, W. H. C.
Havit, Maria
Hold, J. C.
Heward, J. C.
Haimovitch, E.
Hague, Mrs.
Hill, Mrs.
Hardouin, C.
Ispician, S.
Johnston, A. H.
Jackson, H.
Johnson, G. C.
Karmol, J. J.
Kynghdon, A.
Kling, L. H.
Knoll, Miss L.
Stiennon, J.
Schustermann, V.
Strungfield, Sir M. K. Y.
Sydney, W. A.
Steinhagen, Marie
Stone, Miss J.
Seebing, Capt. T.
Sharpe, C.
Shuppelman, Mrs. H.
Souza, J. M. de
Synons, J. Mrs. J.
Sentance, Mrs. M. A.
Stetson, T. A.
Schlosser, M.
Shiite, G.
Sherman, H. C.
Sonberbielle, E.
Thomson, R.
Taber, Miss H.
Triabial, A.
Tore Singh
Vallmans, Rev. G. A.
Volkman, J. T.
Windich, K.
Wilson, Mrs. E.
Warbur, Dr. K.
Wheeler, P. H.
Walker, C. H.

List of Registered Covers in Poste Restante.

Antonietta, Ferriolo.
Bonamour, P.
Bourdourel, Mons. de
Cusomita, A. (2)
Cameron, Wm.
Crawford, J. R.
Chief Engineer Hong-kong Railway.
Ekman, Miss Ida
Forsyth, G. S.
Gatjards, J.
Hooper, C. W. (4)
Hancock, W. St. J.
Israel, Esik
Jackson, Sergt. C.
Johnston, W. J.
Kalandar Khan
Khan, Mehia
Kaufmann, W. W.
Kohn, Siegrid.
Lopez, J. G.
Mayer, G.
Miller, Miss.
Meha, Estain
Mullins, D.
Mugal Khan
Madar, O. M.
Miller, Mr. S.
Nestor, W. N.
Pohsing, Teguinat
Rleus, A.
Renault, Mons. Paul (2)
Romero, J.
Rosen, Fr.
Rankin, W.
Ranchverger, Miss F.
Schwaz
Stemer, C. L.
Silva, M. da
Swantans, Rupert, S.C.
Syeit, Mr.
Sanders, Mrs. M. A.
Suckerman, R.
Silva, L. J. da
Tah, Mrs.
Tah, Mrs. G.
Vanuxem, Mr. G.
Weisman, B.
Weinstein, J.
Weil, R.

List of Registered Covers for Merchant Ships.

S.S. Changsha C. F. Moule.
S.S. Chulian Reibillins.
S.S. Carlisle City G. Crom.
S.S. Dioned F. Fleming (Baker). (2)
S.S. Dioned W. McManie.
S.S. Loosk G. Menus.
S.S. Mache A. J. Farrell.
S.S. Patroclus D. Pritchard.
S.S. Parandus W. R. Wigmore.
S.S. Parandus Chief Engineer.
S.S. Rosetta Miss Elder.
S.S. Rosetta M. T. Clarke.
S.S. Tsinan Capt. Anderson.

Intimations.</

